(ग) क्या सरकार शेष सभी व्यक्तियों को वैकल्पिक रोजगार देने का विचार रखती है; यदि हां, तो कब तक ?

गृह मंत्री (श्री मुफ्ती मोहम्मद सईद): (क) अपेक्षित सूचना उपलब्ध नहीं है ।

(ख) और (ग) उक्त (क) को ध्यान में रखते हुए प्रश्न नहीं उठता ।

इंदौर में बम्बई-आगरा सड़क पर उपमार्ग का निर्माण

1964. **श्री अजीत जोगी :** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) वित्तीय वर्ष 1990-91 के दौरान इंदौर में बम्बई-आगरा सड़क पर एक उप मार्ग का निर्माण किये जाने के लिए कितनी धनराशि आबंटित की गई है ; और

(ख) इस निर्माण कार्य के कब तक पूरा हो जाने की संभावना है और शेष राशि कब तक उपलब्ध करा दी जाएगी ?

जल-भूतल परिवहन मंत्री साथ में संचार मंत्रालय का अतिरिक्त प्रभार (श्री के.पी. उन्नीकृष्णन): (क) वर्ष 1990-91 के बजट प्राक्कलन में इस परियोजना के लिए 10 लाख रु० का प्रावधान है।

(ख) अन्य परियोजनाओं के साथ प्रस्तावित इन्दौर बाई पास परियोजना को वित्तीय सहायता के लिए विश्व बैंक के समक्ष प्रस्तुत किया गया है । विश्व बैंक को अभी इस पर अन्तिम रूप से विचार करना है, अतः अभी यह नहीं बताया जा सकता कि शेष राशि कब उपलब्ध कराई जाएगी तथा यह परियोजना कब पूरी होगी ।

Renewal of Licences of private Buses under DTC

1965. **DR. BAPU** KALDATE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that DTC is not renewing the licences of private buses operating on its routes after the old licences are lapsed;

(b) whether it is also a fact that DTC is replacing these buses with its own buses;

(c) if so, what is number of buses which were plying on route numbers 73 and 820 last year and the buses plying at present on these routes;

(d) whether it is a fact that earlier the frequency on these routes was 12 minutes and 6 minutes respectively;

(e) if so, what is the present frequency on these routes upto 10.00 A.M. and in the evening at peak hours and also during the remaining period of the day;

(f) the number of trips missed on these two routes between January to March 15, 1990; and

(g) what immediate and long term measures have been taken/are being taken to improve the deteriorating situation ?

THE MINISTER OF SURFACE TRANSPORT WITH ADDITIONAL CHARGE OF THE MINISTRY OF COMMUNICATIONS (SHRI K. P. UNN1KRISHNAN): (a) and (b) No, Sir.

(c) The details of DTC and private buses plying on route No.

73 and 820 during 1989 and in March, 1990, are as under :—

Route Number	1989		March, 1990	
	DTC	P.O.	DTC	p.O.
820 (Subhash Nagar to Shivaji Stadium) . 73 (Hari Nagar Clock Tower to Kendriya Ter-	9 -	5	*1* 4	*4* 1

(d) No, Sir. Last year the frequency of route No. 73 was 13/26 minutes and that of route No. 820 was 12/24 minutes.

(e) During peak hours the frequency of route No. 73 and 820 are 20 minutes and 21 minutes respectively. During non-peak houis the frequency is 40 & 42 minutes respectively.

(f) The details of trips missed from January to March 15, 1990 is as under :—

Route	Scheduled Trips	Actual Trips	Trips missed	%age of missed trips
	5306	4521	785	15%
		4415	649	13%

(g) Details of parallel services in the sector between Subhash Nagar Corner and Central Sectt./Con. Circus are as under :—

Route No.	From/to	Frequency
1. 854 .	. Shivaji Stadium Terminal- Janak Puri.	20/40 mets.
2. 871 •	. Shivaji Stadium Terminal- Vikas Puri.	28/56 mts.
3. 810	. Kendriya Terminal- Tilak Nagar.	12/24 mts.
4. 830 •	. Kendriya Terminal- Khiala.	12/24 mts.
5. 860 •	. Kendriya Terminal- Vikas Puri.	28/56 mts.

In view of adequate transport facilities available parallel to a significant part of routes 73 and 820, there is no proposal to increase the services on these two routes,